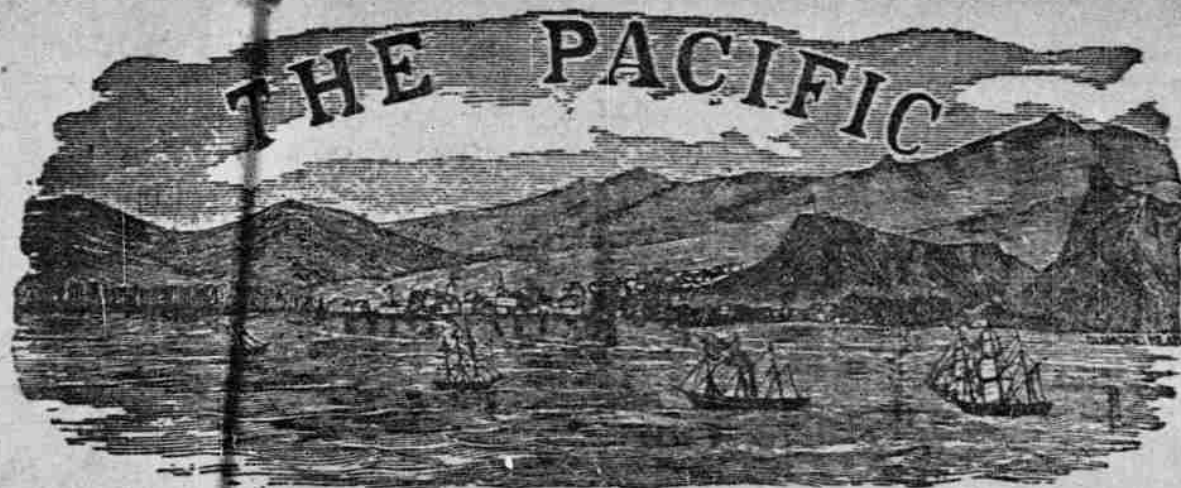


Commercial



ESTABLISHED JULY 2, 1884.

Advertiser.

VOL. XXXV., NO. 6363.

HONOLULU, HAWAII TERRITORY, TUESDAY, DECEMBER 30, 1902.

PRICE FIVE CENTS.

READY FOR
TRANSFER

Gov. Dole Asked to Approve the Exchange.

CITY AND COUNTRY
LOTS OFFERED

Plans Meets With Approval of Committee and Local Officials May Hasten Action.

Governor Dole will, it is now expected, indicate today or tomorrow his intention, and thus settle the matter of the proposed site for the postoffice and general Federal building.

The proposal before the Governor is concrete, is one which has been reached after long discussion, and the approval of the men who have been at work to secure action favorable to the settlement of the site problem accompanies the recommendation that the executive approve and make the necessary deeds, so that, if possible, the transfer may be known at Washington in time for the present Congress to act, and thus insure some appropriation before the adjournment of the short session.

The facts connected with the securing of the Bishop street site for the building were conveyed to the Governor by message Sunday morning, after repeated conferences on Saturday, during which new propositions were submitted by the Bishop estate people, and the whole ground gone over by them, the representatives of the government, and the members of the committee, who have been hard at work. The various proposals for transfer were gone over and it was found there might be a basis for compromise, and this finally prevailed. Where the hitch occurred a week ago was over the difference in price between the site block of 195 feet on each of the two streets and the Esplanade block, whose fourteen lots comprised the equivalent in the minds of the trustees. Where the Bishop site block was valued at \$131,000, the lots were held at \$10,000 each, and the difference was too strongly considered to permit of any settlement by mutual agreement.

After a deadlock of several days it was decided that there might be other points of the same memorandum of offers that would prove attractive and consequently might offer a settlement. The conference was held and it was decided that the terms of the compromise which was to be submitted to the government should take in other lands. It cannot be learned exactly what plots are to be included in the interchange, but it is understood that there will be a lot on the island of Hawaii, adjoining present holdings of the estate, and valued at \$20,000; two fishponds down the railroad between Moanalua and Alea, valued respectively at \$16,000 and \$5,000, the remainder to be contained in the lots of the Esplanade block, at a valuation of \$10,000 each lot, the government to be given the privilege of choosing the lots from the various open blocks.

It is understood that there may even yet be a return to the offer of some days ago, and instead of this number of Esplanade lots a smaller number and certain country lands.

While no answer has been received from Governor Dole, it is believed that he will make it possible for the exchange to be completed by the end of the week, awaiting only the actual signing of the papers, and it is likely that Commissioner Eustis will take his departure on the Korea, which goes on Friday or Saturday, convinced of the settlement of the matter, and ready to advocate the making of an appropriation by Congress to secure the construction of the building at once.

Should he leave at once the papers will be forwarded immediately upon the return of the Executive.

CHOPPY SEAS OFF THE ISLAND
PREVENTED CABLE SPLICINGMORE OF
SHORE END
IS LAID

The completion of the work on the shore end occupied the attention of the Silvertown's force early yesterday morning. Not more than half the balloon buoys were loosed Sunday night and the morning found the remainder of the great line floating to the buoys which bore it in line toward the prow of the ship. At 7 o'clock the work began of sending out the boats of the ship to release the rest of the buoys so that the cable might find its bed on the level of the ocean's floor.

While this was going on off shore the men engaged for the completion of the shore work were busy getting the end of the line out of sight. The line marked out for the burying of the heavy cable was followed with a trench some three feet deep and in a comparatively short time the cable had been placed and put into the basement of the cable hut through the conduit prepared when the little house was erected. As soon as this was done the line was prepared for the tests of the experts on the ship and even before this was completed the vessel was seen to be preparing for the undertaking of the next step of the labor.

Before 10 o'clock anchor was hoisted and the Silvertown stood out to sea paying out the cable over the prow. The course was straight off shore until a little more than a mile had been covered, and then the ship's head was turned toward the channel. This showed also that the rock cable had been put down, the dangerous shoal water passed and with from twelve to fifteen fathoms under the vessel the laying of the intermediate line, which will extend to the connection with the deep sea conductor, was going on.

The Silvertown began to work toward the middle of the channel and was soon seen to be making fair weather of it though the trip was not in any way a pleasant one, for the sea was rough and the wind blowing through the channel a biting breeze, which displayed a tendency to shift to the east. The Silvertown backed into this for something like five miles, when the watchers on shore saw that the intention was to cut it and run for the buoys which mark the spot where the end of the sea line was dropped.

The ship was brought into the wind and laid so that a lee was formed for the easy placing of the buoy which was attached to the end of the cable. The ship was rolling heavily, dipping rails under in the heavy swell which was running in the channel.

GETS AWAY FOR THE DEEP SEA.

It was within five minutes of the noon hour that this work was complete and at once the Silvertown headed for the open sea, going almost northeast. The wind and sea were directly ahead and the ship did not make great headway against the combined forces. It was figured that at the rate of speed shown by the vessel in the two hours that it was visible off the Diamond Head light, that it would take four hours to get to the spot marked by the buoys indicating the resting place of the deep sea end.

The engineers on board the vessel said before they got under way that they would make the trip, owing to the fact that the buoys put out on Friday morning last were arranged with lights which would burn only ninety hours and it was deemed best to make renewal of these. In the event that the sea was too rough to permit of the picking up of the sea end of the cable, and there was the slightest danger that there might be a carrying away of the line of the conductor buoys marking the spot, the ship would run back along the line of the cable and drop another buoy with the heaviest of storm anchors, which would make it impossible that the line would be lost through the washing off of the buoys.

TESTS AND CONNECTIONS.

The connection between the rock cable which constitutes the shore end of

Silvertown Had to Return Last Night
After Hard Day Near Cable
End off Makapuu Point.Marking Buoy Disappeared---One Holding Cable
Still in Place---Steamer Must Wait for Better
Weather Before Making Connection.

NO CABLE connection was made yesterday.

The cable steamer Silvertown returned to Honolulu last night and anchored off the harbor, where she will lay until the weather moderates, as she was unable to make the cable connection with the deep sea cable with is attached to a buoy off Makapuu Point.

The weather was very rough there during yesterday and last night, and fears are entertained that the buoy supporting the cable's end may be carried away, as a marking buoy, similar to the one to which the cable is attached, had already been carried away.

After laying the intermediate cable connecting the Honolulu shore end with the deep sea cable and buoying it off Diamond head yesterday, the steamer proceeded to the place where the deep sea cable is buoyed off Makapuu Point. Captain Morton had secured the services of Pilot Lorensen, who accompanied the vessel. The weather was very boisterous in Molokai channel and the seas were almost mountain high, sweeping over the decks of the big vessel very often.

The steamer had no difficulty in finding the main cable buoy, but the marking air bulb, one exactly like the one supporting the cable end, and previously anchored one mile north of the first buoy, was missing. This latter buoy had been held in place by mushroom anchors, and should have held even after the first under worse conditions.

HAWAIIAN SINGERS ARE
STRANDED IN THE EASTManagers Buncoed Them Out of Their Earnings
But They Hope to Return
Home Soon.

The Washington Post in a recent issue has the following account of the Hawaiian singers, who have been in this country several months and who were in Washington for a while last winter:

Thousands in the Capital during the last six months have been charmed by the melody of a group of dark-hued visitors, the melody of far-off Hawaii. The auditors have noted its strange sweetness, its languorous tenderness, its soothing softness, and then again, at times, its wild, weird notes. There have been the telling of joy and the touch of gayety in it, but there has been, too, something telling of melancholy, a yearning note, as of suffering. Perhaps it was in the music--there is that in the melody of their land; but there have been those, perhaps, who divined that back of it all there was more than the mere expression of the notes. These were right; there was a heart-ache in the song, and in the yearning note there was a real longing, a loneliness, a homesickness.

The young men, as they sang the airs of their native land, have sung not only of it, but to it. Their thoughts have gone out to it while they sang that they

might earn enough to take them back once more to it. It is toward this end that they are working.

The "Singing Boys," or "Royal Hawaiian Glee Club," came to this country as a part of a company of forty-five that went into the Hawaiian village in the Midway at the Buffalo Exposition. There they played and sang till the close of the fair. According to contract, the members were to be returned. Fourteen, however, concluded to stay. The "barker" of the show, a white man, was the determining factor. To them he pictured possibilities of gain if they stayed. He would be their manager and engagements at \$500 a week would be easily made. As a starter, he would go to Charleston, where the exposition was soon to open, and arrange for their appearance there. As money was necessary to carry out his plans, the Islanders gave the manager out of their savings a good round sum to be used for them.

A vaudeville agent made an offer to book them as an attraction on a theatrical circuit, but they had promised the man to go with him to Charleston, and they could not enter into a contract that would preclude their keeping faith with him. One of the club was sent to Washington to arrange, if possible, for

(Continued on Page 2.)

ON REEF
AND OFF
AGAIN

The tug Kaena, Captain Weisbarth, was ashore on the Miowera reef during the heavy wind about half past nine o'clock last night, but through good handling in some way managed to get off, after pounding on the coral rock for half an hour, and proceeded on her trip to Pearl Harbor, where she is employed in the dredging work.

It will not be known how she happened to go ashore, or what damage she sustained until communication may be had with the dredge at Pearl Harbor this morning.

Captain Weisbarth, master of the tug, has been sailing around the Islands as skipper of different vessels for over twenty years, and is said to know them about as well as any mariner here.

When the pilot boat was returning from the cable steamer Silvertown a little after 9 o'clock Pilots Lorensen and Macauley heard the Kaena's whistle making a lot of noise. They realized at once that the vessel was on the reef, and pulling over to her, found that she was on the rock some distance Ewa of the point where the Nevada struck. There was no excitement on board the tug, and in answer to inquiries, it was stated that there was a boat on board large enough to accommodate the crew in case they had to be taken ashore, but they requested that the tug Fearless be notified and asked to come to their assistance. The pilot boat started for town at once, but before they reached the harbor the tug got clear of the reef and could be seen making for Pearl Harbor.

Mr. Agassiz, manager for Cotton Brothers, was said to have been aboard of the vessel.

The proffered engagement at Philadelphia was not accepted, and the Hawaiians journeyed to the South Carolina city, only to find that arrangements had not been made for them, nor was there any opening among the exposition attractions. Their meager board had dwindled to but very little, and the land and people, so strange to them, seemed stranger still in the Southland. They started a little show in a store building, but the financial results were slender. Then came an opening for them. An entertainment was arranged for them at a small town near Charleston. The audience was a good one; it was the first real encouraging thing since they had elected to remain behind in Buffalo. They played and sang with a vim that night. It seemed as though, after all, their hopes were to be realized. They got none of the receipts, however. They had return tickets to Charleston, else they would have had to spend the night in the street where they were.

A Southern preacher, who was interested in getting up church entertainments, was the means of rescue to the boys, who were now close to starvation. With him they journeyed farther South. They visited Savannah, St. Augustine, Palm Beach, Daytona, and other winter resorts. Then they journeyed North. They stopped at many places on the way, giving little entertainments, and arrived in Washington May 26 last. Here the party divided. Seven of the number went to New York, where they now are, and the others remained here. Their first appearance here was at a musicale given in her apartments by ex-Queen Liliuokalani. Other engagements followed, and this week they are to appear at Chase's Theater.

The visitors, who speak and write the English language well, were educated at the Catholic College of St. Louis and the University of Lahaina, in the Islands. Some of them are the sons of the former ladies in waiting to the deposed Queen Liliuokalani.

(Continued on Page 4.)

NO SITE FOR
RESERVOIRHilo Water Works
System Held
Up.COOPER WILL
VISIT HAWAII

Bids Received Yesterday for Construction of Two Steel Bridges in Hilo.

The Hilo waterworks system is held up because of the failure of former Superintendent Boyd to secure a site for the reservoir at the time the project was first launched. When the bids were called for by Superintendent Cooper a few months ago it was in conformity with plans submitted and approved by Mr. Boyd some time previous, but now it has been discovered that the site for the proposed reservoir, though on government land, is encumbered by twenty year leases.

It was intended to build the reservoir on the plains of Pihonua, a large tract of land above Hilo, which was easily accessible from the springs, and which, it is agreed, was the best possible site for the proposed reservoir. The bids were called for and received, with the understanding that the reservoir was to be dug out of the soft volcanic rock of Pihonua, and it was with a good deal of surprise that it was learned, after the contract had been virtually let, that the government had leased the land where it was proposed to build the reservoir. The land is owned by the government, but is leased to Colonel Baker, who in turn has sub-leased it to a Mr. Turner. Attempts to buy the leases from Turner have been met with a price which was considered exorbitant by Superintendent Cooper, and the Pihonua site has been abandoned.

Mr. Cooper will decide upon the site for the reservoir upon his visit to Hilo next month, and has several places in view upon which it is expected the bids now made will stand.

BIDS RECEIVED.

The Island of Hawaii seems to be getting the greatest share of the improvements now going on in the Territory. Saturday an \$8,000 contract was let for the road in Kona, and yesterday bids were opened for the construction of two steel bridges in the vicinity of Hilo, whose aggregate cost will be in the neighborhood of \$17,000.

Bids were opened for the construction of a 177-foot steel span bridge across Waialuku river at Hilo, as follows: Cotton Brothers, \$12,423, to be delivered in seven months, construction to take two months; Whitehouse & Hawkhurst, total \$12,092, to be delivered within eight months and to require one month for construction; Healy, Tibbitts & Company, total cost \$19,773, to be delivered in nine months.

For a bridge across the Waialakea river at Hilo the bids were as follows: Cotton Brothers, total cost \$5,782, time of delivery, seven months, construction one month; Whitehouse & Hawkhurst, cost \$5,264, time of delivery, eight months, time for erection, one month; Healy, Tibbitts & Company, cost, \$7,690, time of delivery six months.

Fortune Goes to Hawaii.

Commissioner Fortune, who is in Hawaii for the purpose of looking into the labor situation, and who will go on to the Philippines on a similar mission, has about concluded all that he can do in Oahu, and will leave today for Hilo, where he will be given opportunities to see the estates and look into the questions of labor and its freedom. Mr. Fortune will be accompanied on the trip by J. A. Gilman, who will act as clerone. It is expected that the travelers will get very close to the bottom of facts in their journeys, and that the trip will consume about two weeks.

(Continued on Page 2.)